**AMENDMENTS TO THE CLAIMS:**

Please amend the claims as follows:

1. (original) An arrangement for determination of the maximum allowable velocity ($V_{max}$) for a vehicle travelling downhill, the arrangement comprising:

a vehicle comprising a wheel brake system and at least one additional brake function;

a detector that detects a value of current inclination ($\alpha$) of the vehicle in relation to horizontal; and

a computing means for determining a value relating to the maximum allowable long-term velocity ($V_{max}$) of the vehicle in dependence on at least the value of current inclination ($\alpha$) and in consideration of the current braking ability of the at least one additional brake function.

2. (currently amended) The arrangement as recited in claim 1, further comprising:

the computing means being connected to an indicator device having a capability to indicate a computed value ($v_{max}$) indicative of a maximum allowable velocity to the driver of the vehicle ~~vehicle (1)~~.

3. (original) The arrangement as recited in claim 1, further comprising:

the computing means being arranged for automatic activation of the at least one additional brake function in dependence of the maximum allowable long-term velocity ($v_{max}$).

4. (original) The arrangement as recited in claim 1, further comprising:

the at least one additional brake system comprises a retarder arranged on the vehicle.

5. (original) The arrangement as recited in claim 1, further comprising:

the at least one additional brake system comprises a motor-brake arranged in the vehicle.

6. (original) The arrangement as recited in claim 1, further comprising:

the vehicle being arranged to carry a load and having a detector for detection of a measure corresponding to the weight of the load, which measure is used at determination of the maximum velocity of the vehicle ($v_{max}$).

7. (currently amended) A method for determination of the maximum allowable velocity ($V_{max}$) for a ~~vehicle (1)~~ vehicle when going downhill, the method comprising:

providing a vehicle having a wheel brake system and at least one additional brake function;

detecting a current inclination ($\alpha$) of the vehicle in relation to horizontal;

determining the current braking capability of the at least one additional brake function; and

determining a value ($V_{max}$) relating to the maximum allowable long-term velocity of the vehicle in dependence of at least the value of said inclination ($\alpha$) and the current braking ability of said at least one additional brake function.

8. (original) The method as recited in claim 7, further comprising:

indicating the value ($v_{max}$) of the maximum allowable long-term velocity of the vehicle to a driver of the vehicle.

9. (original) The method as recited in claim 7, further comprising:

activating automatically the at least one additional brake function in dependence of the value ($v_{max}$) of the maximum allowable long-term velocity of the vehicle.

10. (original) The method as recited in claim 7, further comprising:

utilizing a detector to detect a measure that indicates the current load of the vehicle, and determining the value ($v_{max}$) concerning the value ($v_{max}$) of the maximum allowable long-term velocity of the vehicle in dependence of the indicated measure of the load of the vehicle.

11. (new) An arrangement for determining a maximum allowable velocity ($V_{max}$) of a vehicle descending downhill, the arrangement comprising:

a vehicle comprising a wheel brake system and a retarder constituting an additional braking function on the vehicle;

a detector that detects when the vehicle is descending downhill; and

a computing means for determining a current braking cability of the retarder and a maximum allowable descending velocity ($V_{max}$) of the vehicle that must be maintained in order to enable the retarder to control the descending vehicle, to the exclusion of the wheel brake system, during the detected downhill descent.

12. (new) The arrangement as recited in claim 11, wherein the computing means is connected to an indicator device having a capability to indicate a computed value of the maximum allowable velocity to a driver of the vehicle.

13. (New) The arrangement as recited in claim 11, wherein the computing means initiates automatic activation of the retarder when the maximum allowable descending velocity ($v_{max}$) is detected.

14. (new) The arrangement as recited in claim 11, wherein the computing means further senses and considers a detected load weight of the vehicle in the ascertainment of the maximum allowable descending velocity ($V_{max}$) of the vehicle.

15. (new) A method for determining a maximum allowable velocity ($V_{max}$) of a vehicle descending downhill, the method comprising:

providing a vehicle comprising a wheel brake system and a retarder constituting an additional braking function on the vehicle;

detecting when the vehicle is descending downhill; and

determining a current braking cability of the retarder and a maximum allowable descending velocity ($V_{max}$) of the vehicle that must be maintained in order to enable the retarder to control the descending vehicle, to the exclusion of the wheel brake system, during the detected downhill descent.

16. (new) The method as recited in claim 15, wherein the computing means is connected to an indicator device having a capability to indicate a computed value ($v_{max}$) indicative of a maximum allowable velocity to the driver of the vehicle.

17. (New) The method as recited in claim 15, wherein the computing means automatically activates the retarder when a maximum allowable long-term velocity ($v_{max}$) is detected.

18. (new) The method as recited in claim 15, wherein the computing means further senses and considers a detected load weight of the vehicle in the ascertainment of the maximum allowable long-term velocity ($V_{max}$) of the vehicle.